

Appln. of: SCHILLING
Filed: April 27, 2001
Page 2 of 7

RECEIVED
CENTRAL FAX CENTER
SEP 15 2006

In the Claims:

1. (Currently Amended) A gas-turbine combustion chamber comprising:
 - at least one pilot zone associated with a pilot burner;
 - at least one common main zone associated with a main burner, the pilot burner and the main burner being axially and radially offset relative to each other, said common main zone comprising:
 - an outer flame-tube wall, and
 - an inner flame-tube wall, each wall provided with ports for the introduction of air into the common main zone, with said main burner being radially positioned toward the outer flame-tube wall and with said pilot burner being radially positioned toward the inner flame-tube wall,
 - wherein the outer-flame tube wall ports include a first arrangement of ports including a single first row of ports and the inner flame-tube wall ports include a second arrangement of ports including a single first row of ports, with an alignment of the ports of the second arrangement being circumferentially aligned either on-center or off-center with interspaces of the ports of the first row of ports of the first arrangement.
2. (Currently Amended) A gas-turbine combustion chamber in accordance with Claim 1, wherein the first arrangement of ports includes a second row of ports, with the ports of the second row being aligned ~~either on-center or~~ circumferentially off-center with, and positioned rearwards of ~~the interspaces of the ports of the first row~~ of the first arrangement.

Appln. of: SCHILLING
Filed: April 27, 2001
Page 3 of 7

3. (Currently Amended) A gas-turbine combustion chamber in accordance with Claim 1, wherein the second arrangement of ports on the inner flame-tube wall includes a second row of ports, with the ports of the second row of the second arrangement being aligned circumferentially on-center or off-center of the interspaces with the ports of the first row of ~~ports~~ of the first arrangement.

4. (Previously Presented) A gas-turbine combustion chamber in accordance with Claim 2, wherein the following relationships are satisfied by a distance t_1 from centers of the ports of the first row of the first arrangement to an upstream wall of a flame tube of the main burner, a distance t_2 from centers of the ports of the second row of the first arrangement to the upstream wall of the flame tube of the main burner, and a height h of the flame tube of the main burner:

$$t_1/h \geq 0.4,$$

$$t_2/h \leq 1.2.$$

5. (Previously Presented) A gas-turbine combustion chamber in accordance with Claim 1, wherein the ports are circular.

6. (Previously Presented) A gas-turbine combustion chamber in accordance with Claim 1, wherein the ports are non-circular.

7. (Previously Presented) A gas-turbine combustion chamber in accordance with Claim 1, wherein the ports are plain holes in the flame-tube walls.

Appln. of: SCHILLING
Filed: April 27, 2001
Page 4 of 7

8. (Previously Presented) A gas-turbine combustion chamber in accordance with Claim 1, wherein the ports are plunged holes in the flame-tube walls having small rims extending into the combustion chamber.
9. (Previously Presented) A gas-turbine combustion chamber in accordance with Claim 1, wherein the ports include tubular chutes extending into the combustion chamber.
10. (Previously Presented) A gas-turbine combustion chamber in accordance with Claim 1, wherein exit axes of the ports of the second arrangement are respectively aligned to lie within an angle formed between a first line extending from the respective exit axes of the ports to an intersection (A) of a main burner axis with a main burner exit plane and a second line extending from the respective axes of the ports to an intersection (C) of an axis of downstream-most ports of the first arrangement with the outer flame-tube wall.
11. (Previously Presented) A gas-turbine combustion chamber in accordance with Claim 1, wherein a diameter d of the ports is set so that d/h lies in a range of $0.12 \leq d/h \leq 0.3$, where h is a flame-tube height of the main burner.
12. (New) A gas-turbine combustion chamber in accordance with Claim 2, wherein the ports of the first row of the second arrangement are aligned circumferentially on-center with the ports of the second row of the first arrangement.

Appln. of: SCHILLING
Filed: April 27, 2001
Page 5 of 7

13. (New) A gas-turbine combustion chamber in accordance with Claim 12, wherein the second arrangement of ports on the inner flame-tube wall includes a second row of ports, with the ports of the second row of the second arrangement being aligned circumferentially on-center with the ports of the first row of the first arrangement.

14. (New) A gas-turbine combustion chamber in accordance with Claim 2, wherein the second arrangement of ports on the inner flame-tube wall includes a second row of ports, with the ports of the second row of the second arrangement being aligned circumferentially on-center with the ports of the first row of the first arrangement.

15. (New) A gas-turbine combustion chamber in accordance with Claim 13, wherein the ports of the second row of the second arrangement are rearward of the ports of the first row of the second arrangement.

16. (New) A gas-turbine combustion chamber in accordance with Claim 12, wherein the ports of the second row of the first arrangement are rearward of the ports of the first row of the second arrangement.